

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
RAJYA SABHA
UNSTARRED QUESTION NO- 1101
ANSWERED ON 26/07/2022

STATUS OF NATIONAL WATERWAYS PROJECT

1101. SMT. GEETA ALIAS CHANDRAPRABHA:

Will the Minister of PORTS, SHIPPING AND WATERWAYS be pleased to state:

- (a) the current status of the National Waterways Project;
- (b) whether any difficulties are being faced in completion of the said project;
- (c) if so, the details of the efforts being made by Government to remove these difficulties;
- (d) the total number of routes identified under the said project in Uttar Pradesh; and
- (e) the number of waterways made functional out of the identified routes ?

ANSWER

MINISTER OF PORTS, SHIPPING AND WATERWAYS
(SHRI SARBANANDA SONOWAL)

(a) To promote inland water transport (IWT) in the country, 111 inland waterways spread over 24 states have been declared as National Waterways (NWs) under National Waterway Act, 2016. Based on the outcome of techno-economic feasibility and Detailed Project Reports (DPRs) of these NWs, action plan has been formulated by IWAI for 26 NWs found viable for cargo/passenger movement (Details at **Annex-1**). Development activities have been initiated in the first 13 NWs out of the 26 viable NWs.

(b)&(c) Challenges in development of waterways and interventions to address IWT Sector challenges are detailed at **Annex-2**.

(d)&(e) Out of 111 National Waterways declared vide National Waterways Act, 2016, 11 National Waterways pass through Uttar Pradesh. Out of these, NW-1 (the Ganga) is operational waterway on which development is ongoing. Two more NWs i.e NW-37 (Gandak River) and NW-40 (Ghaghra River) have been identified for development on the basis of techno-economic feasibility as of now in the State of Uttar Pradesh.

LIST OF 26 NATIONAL WATERWAYS FOUND FEASIBLE FOR CARGO / PASSENGER MOVEMENT

Sl. No	National Waterway	Details of Waterways	STATES	Status
1	National Waterway 1	Ganga-Bhagirathi-Hooghly River System (Haldia - Allahabad)	Uttar Pradesh, Bihar, Jharkhand & West Bengal	Development taken up with Assistance from World Bank Jal Marg Vikas Project
2	National Waterway 2	Brahmaputra River (Dhubri - Sadiya)	Assam	Development taken up as per approved SFC for FY 2020-21 to 2024-25
3	National Waterway 16	Barak River	Assam	
4	National Waterway 3	West Coast Canal (Kottapuram - Kollam), Champakara and Udyogmandal Canals	Kerala	Mostly Operational Waterways and development and maintenance work taken up.
5	National Waterway 4	Krishna River (Vijayawada - Muktyala)	Andhra Pradesh	
6	National Waterway 5	Dhamra-Paradio via Mangalagadi to Pankopal	Odisha	
7	National Waterway 8	Alappuzha- Changanassery Canal	Kerala	
8	National Waterway 9	Alappuzha - Kottayam - Athirampuzha Canal	Kerala (Alternate route: 11.5km)	
9	National Waterway 27	Cumberjua River	Goa	
10	National Waterway 68	Mandovi River	Goa	
11	National Waterway 86	Rupnarayan River	West Bengal	
12	National Waterway 97	Sunderbans Waterway	West Bengal	
13	National Waterway 111	Zuari River	Goa	
14	National Waterway 10	Amba River	Maharashtra	Development proposal at appraisal stage.
15	National Waterway 40	Ghagra River	Bihar	
16	National Waterway 44	Ichamati River	West Bengal	
17	National Waterway 52	Kali River	Karnataka	
18	National Waterway 57	Kopili River	Assam	
19	National Waterway 25	Chapora River	Goa	
20	National Waterway 37	Gandak River	Bihar	
21	National Waterway 28	Dabhol Creek Vasisti River	Maharashtra	
22	National Waterway 73	Narmada River	Maharashtra & Gujarat	
23	National Waterway	Revadanda Creek - Kundalika	Maharashtra	

	85	River System	
24	National Waterway 94	Sone River	Bihar
25	National Waterway 100	Tapi River	Maharashtra & Gujarat
26	National Waterway 31	Dhansiri River	Assam

Challenges in development of waterways and interventions to address IWT Sector challenges are detailed hereunder-

1. Challenges in development of waterways -

- Alluvial River, Heavy Sediment Load, Braided channel with short radius bends and Seasonal water level fluctuation (upto 15m) between flood & lean season in the rivers.
- Inadequate depth at certain locations and limited infrastructure availability like terminals with last mile connectivity with other modes of transport like Road and Rail.
- Availability of water for the purpose of navigation.
- Shortage of inland vessels and non availability of return cargo through waterways
- Diverting cargo on National Waterways from speedier modes of existing Road & Rail.

2. Interventions to address IWT Sector challenges –

- **Fairway development works:** Fairway development works to ensure Least Available Depth (LAD) of 3.0 meter in Haldia-Barh, 2.5 meter in Barh-Ghazipur and 2.2 meter in Ghazipur-Varanasi stretches on NW-1 has been undertaken under the **Jal Marg Vikas Project (JMVP)** by IWAI with technical and financial assistance from World Bank. Similarly, fairway development works in NW-2 & NW-16 in Assam, NW-3 in Kerala to improve the connectivity between NW-1 and NW-2/NW-16 via the Indo Bangladesh protocol route are undergoing.
- **Development of New National Waterways-** IWAI has identified NWs (in addition to NW-1,2&16) through techno-economic feasibility studies for undertaking technical interventions to enhance the navigable capacity of operational rivers and to make the other waterways navigable for transportation purpose. Once ready, these waterways will provide an alternate mode of transportation in respective geographies.
- **Construction of Multi-Modal Terminals (MMTs)** with last mile connectivity, providing navigation aids etc. Ro-Ro terminals and community jetties have also been taken up for development along the National Waterways.
- **Diverting cargo on National Waterways-** Efforts are being made by requesting various Ministries viz M/o Steel, M/o Coal, Ministry of Fertilizers, M/o commerce etc. to divert certain percentage of the cargo share of PSU's under them to IWT mode. IWT promotional voyages are conducted with gap funding support for cargo movement on NWs
- **Revision of Levy & Collection of Fees:** Taking ahead the vision of the Government of India to promote Inland Waterways as a supplementary mode of transport, the Ministry of Ports, Shipping and Waterways has waived off waterway user charges initially for a period of three years.
- **Stakeholder consultations:** IWAI carried out stakeholder consultations at six different locations (Kolkata, Kochi, Mumbai, Patna, Goa and Dhaka) in FY-20 and 9 conference-cum-webinars during FY-21. These interactions helped in promoting waterways as a mode of transportation and understanding expectations and feedback of stakeholders. IWAI is undertaking targeted initiatives to address the expectation and feedback received to further enhance traffic on NWs.
- **Addition of new Ports of Call and routes in India and Bangladesh under PIWT&T-** With 7 new ports of call in addition to existing 6 on each side along with addition/ extension of 2 waterway routes in addition to existing 8 routes under PIWT&T between India and Bangladesh, the accessibility of IWT mode for trade between India and Bangladesh is expected to increase and result in growth of traffic on NWs.